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**Mr. Taft on Rail Rates.**

The speech of Secretary Taft, delivered in Akron, Ohio, last night, touched many issues, national and local, but none of more general interest, or greater importance, than the question of the regulation of railway rates.

Judge Taft's training, ability and experience as a lawyer and a judge qualify him pre-eminently to speak of the legal effect of the proposed regulation and his close association with the President gives to his utterance all the force of a declaration by the Administration. As he expounded the attitude of the President, and commented upon the opposition to the proposed regulation of railway rates by a commission, probably the Interstate Commerce Commission, his auditors were borne along by the irresistible tide of his logic to a clearer view of the subject.

Taking a rapid and wide survey of conditions in this country Mr. Taft outlined the ground for the proposed regulation of rates as being the increase in communistic sentiment throughout the land, particularly as voiced by the more radical elements of what is known as the Democratic party. He pointed out that in his judgment the railways of this country, at least those of them whose managers are active now in opposing the proposed amendments of the President, are making a great mistake, and should they through their influence and evidence which they have brought out before the Interstate Commerce Commission of the Senate, succeed in delaying or in defeating the proposed amendment, they are merely heaping up wrath against a day of wrath, and will live to regret that they did not accept a reasonable restriction on them rather than to have to meet the agitation for much more radical and possibly most ill-advised measures concerning the government of their property. In other words, the railways must face regulation now, or Government ownership later on; and in any case the demand for Government ownership can best be deferred by Government supervision at this time.

The growth of this sentiment has been fostered by the abuses practiced by the roads in defiance of the rights of the people, and of the common and statute laws; and these abuses he briefly summarized as favoritism in the matter of rebates, unjust discrimination as between individual shippers and as between different localities, and rates that are excessive in view of what would be reasonable for the service rendered.

It is undoubtedly true, as Mr. Taft so forcibly said, that "The railroads have become an arterial network in the life of this country, upon the proper and just operation of which depends the business health of the country, both in agriculture and manufactures. Partiality and discrimination in favor of an individual or shipper, or of a community or a locality, is as serious an injury to some other shipper or community as if something of value were taken from the latter. Men have been ruined, men have been made rich, settlements have been destroyed, settlements have been enlarged to prosperous towns, through the favor, and the unjust favor, of the managers of railroads."

That is a severe but just statement of the known misfeasances of managers of railroads. The facts are too widely known to admit of successful rebuttal, and, indeed, the attempt is scarcely made to contradict them; the efforts now made being largely to show that whereas the railways may have done wrong in the past they now see the errors of their ways, and the inducements to virtue and equity being stronger than formerly, they will be good in the future.

Mr. Taft paused to outline the origin, nature, operation and defects of the present statute laws, particularly those creating the Interstate Commerce Commission, and said two changes are necessary to make these laws effective:

First, a provision authorizing the commission in declaring a rate to be unreasonable, to declare at the same time what is a maximum reasonable rate and to make an order requiring the company to reduce its rate to that maximum; and, second, that the law should, under proper penalty, require obedience to the order of the commission and thus compel the carriers to treat the order with proper respect, reserving to them the opportunity to avoid its operation by a resort to the Federal court and a setting aside of the order by judicial supercession or final decree.

The advantage of imposing on the railroads the burden of setting aside the order of the commission is in the greater expedition with which such complaints would be disposed of. The railroad companies are much better equipped to force their trials and speedily judgment than either the commission or individuals. Important cases would not drag on as they do now, three, four and five years.

In reply to the objection of the

railway managers that the fixing of a rate is too delicate an operation to intrust to a commission, depending for its correct solution upon so many considerations known only to the traffic managers, he alleged that the argument proved too much. He showed that the judgment required to fix a rate had long been exercised by juries in ascertainment of the measure of damages by reason of excessive rates, the measure being the difference between the rate actually charged and that which ought to have been charged, or the maximum reasonable rate. He might have added that whenever the railroads think their interests are in jeopardy the commission will always have the aid of the traffic managers in fixing the rate.

To the objection, which he characterized as the main argument of the railroads, that the power to initiate and fix rates takes away the companies' management of their own lines, and is therefore the equivalent of Government ownership, he said:

The President's plan does not involve the wholesale fixing or initiating of rates by the Interstate Commerce Commission and the assumption that it does by those who oppose his proposition justifies the inference that they are setting up the men to be knocked down in discussion.

But it is said that the fixing of a single rate involves a change of so many other rates in order to conform to the rate fixed that it does in effect involve a making over of the whole system of rates. It is true that in some instances one rate will affect a great many others. If it does, then, under the proposed amendments, just as now, it is for the carrier to adjust the other rates to suit the rate fixed by the commission. The commission is not called upon to fix the rates, but the traffic managers will still be at liberty to make changes in other rates to square with the change caused by the action of the commission.

According to Judge Taft all the Government wishes the power to do is to bring before a tribunal those rates which are the subject of dispute and leave all other rate-making to the discretion of the railroad companies. To his mind there is a vast difference between initiating all the rates on all the railways in the country and requiring the roads to submit to revision the small proportion of those rates which are made the object of complaint. If the Government has the right to require the use of air-brakes and automatic couplers by the roads it has the right to supervise their traffic rates.

Taking up the question of the advisability of having a court fix the rates or committing that duty to a commission, Mr. Taft, while admitting that serious issues of law must always be referred to the courts, pointed out the benefits of a commission in the dispatch of business. Having shown that few cases are now carried beyond the commission and that in the future, as in the past, it would be primarily a court of compromise and summary disposition, the Secretary declared that under our system of government the power to fix a rate could not be conferred upon a court and could only be given to a legislative commission, and added:

When, however, the commission has fixed the rate and issued its order, it then becomes competent for a court to pass upon the question whether such a rate offers to the railway company a reasonable compensation for its services, and that is the form which an appeal from the order of the commission would probably take. If the rate fixed is found not to be reasonable and the court can protect the railway company by enjoining the enforcement of the order.

Another objection made to the second feature of the proposed amendment, by which the order of the commission shall be in force until set aside by judicial order or decree, is that the railroad company may be made, by an order of an irresponsible body like the commission, to lose large sums without any hope of recovering them by furnishing transportation at rates which afterward under judicial investigation are shown to be excessive.

"We may be confident that a tribunal with respected powers will respect its responsibility. More than this, the apprehended danger is, in the opinion of the commission, that the order of the commission shall not go into effect until the order of the court is made, and that there shall be the immediate privilege to appeal to a court for investigation as to the validity and propriety of the order of the railroad as its injury to the railroad company is concerned, and in such a proceeding a court of equity would have opportunity to enforce any kind of security that may be necessary to protect the company against any probable harm which it might suffer."

Mr. Taft merely touched upon the elaborate arguments and ponderous statistics of the railways and their bureaus of publicity, all directed to the general proposition that the rates in this country are lower than those in England and Europe. He answers all this by the cogent argument that granting the truth of what was alleged, it was not shown that certain of those rates ought not to be lower, or that discriminations were thereby made less unjust. He might have added that the foreign rates with which our railways compare theirs are for very much shorter hauls, embrace the collection and distribution of the freight, and cover averages of smaller bulks. In this view of the matter it is extremely doubtful if the rates here are lower than the rates in England and on the continent of Europe.

The only person dignified by direct mention in connection with his discussion of the rate problem is Mr. Olney, Secretary of State under Mr. Cleveland. In answer to Mr. Olney's objection to the proposed rate legislation that it would be unconstitutional, Mr. Taft cites the delegation of such powers by the legislatures of twelve States without dissent, and the opinions of several judges of the Supreme Court of the United States that such delegation to a commission would be lawful and proper under the Constitution. And in reply to Mr. Olney's further objection that if the commission were authorized to fix rates, the rates which it would

fix would be in violation of that article of the Constitution declaring that no preference shall be given by any regulation of commerce or revenues to the ports of one State over those of another, he says the objection is fully met in the argument of the Attorney General in his opinion respecting the power of Congress to regulate the rates of railways engaged in interstate commerce: First, that the Supreme Court has held that the section has no application to a preference between ports which is only incidental to the proposed regulation and not its direct object, and, second, that as the commission would be only authorized by law to fix rates that were just and impartial as between different localities, such rates could not constitute a "preference" within the constitutional inhibition. In other words, preference means "undue discrimination," and this it is the very purpose of the commission to avoid in fixing rates.

To insure elasticity in the system of rate-fixing, Mr. Taft would have a provision in the law that the rate fixed shall remain as a permanent rate for a definite time, such as a year, provided that if conditions change in that time application may be made to the commission for leave to change the rate accordingly. That sudden changes of conditions necessitating a change of rates is not to be anticipated in many cases is put very forcibly by the Secretary in this sentence: "The many restrictions that the railroad companies themselves place upon change of a rate in their own freight association justify the view that this intense anxiety to maintain complete elasticity in rates is rather simulated than real."

In closing his discussion of the rate problem, Mr. Taft called attention to the fact that the commission will still be governed by the rules of law laid down by the Supreme Court for determining whether a rate is reasonable or unreasonable, and the circumstances justifying discrimination.

We have analyzed at length the speech of Mr. Taft, so far as it discussed the rate problem, because it seems to us to be the most lucid and convincing presentation of the matter that has yet been made. The Secretary speaks not only as one having authority, but, what is more, as one convinced of the complete justice and absolute constitutionality of the proposed amendments to the law.

Mr. Taft's address was a great speech, by a great man, upon a great subject. It is entitled to the careful and deep consideration of every thinking man in the United States. Until it is answered by as able and fair an argument as itself, the Administration's contention for the control of railway rates should be considered as theoretically won. But the real fighting will be done in the Senate, and human wisdom is not able to foretell what that body will consider a tenable position.

**Nelson and Square-Rigging.**

Yesterday the centenary of the battle of Trafalgar was celebrated throughout the British empire. The memory of Nelson and his famous square-rigged ships was in the minds of all true Britains, for to him and the splendid men under him England has owed its security for a hundred years.

The type of ships he fought with has passed away, and with it much of the romance and poetry of the sea. Today there are no square-rigged ships of the line, and modern sea fights depend more on armor belts and quick-firing guns than upon the ability to lay a ship alongside the enemy and hold it there while the men swarm over the sides with cutlass and pistol to engage in hand to hand encounters.

Ships change, armors and armaments change, methods of fighting change; but the courage, the bravery, the heroism of the race will not change, it will persist and find expression some where in some way. One hundred years ago it was with Nelson, and Collingwood and the battle was at Trafalgar—a few weeks ago it was with Togo and his brave men in the Sea of Japan.

**Prince George and the Law.**

Disorder and law-breaking have persistently afflicted the three counties that touch the District of Columbia. Alexandria county, Va., endured for twenty years a nest of gamblers and dive-keepers that should have roused its respectable residents to action at least once every year. Prince George county, Md., looked on unmoved at the incoming in plain sight of a hundred wrongdoers of the same class. Montgomery county, Md., suffered season after season the existence of a dozen unlicensed grog shops and the maintenance of gambling houses in the eye of every passer-by, and with the undoubted knowledge of every county officer.

All three counties responded not long ago to the demands of self-respect. Alexandria county elected a county attorney who drove the poolroom operators and dive-keepers beyond its borders. Montgomery county found a sheriff who cleared the river bank of its pest centers. And Prince George county followed,

—though with apparent indifference—the leadership of a corps of resolute citizens, who closed the dive within its borders and invoked the process of the law to stop the gaming permanently. The two counties first named have yet to fight before they can be counted secure against open law-breaking.

But they have made progress and this is the essential thing—the faces of their people are set in the right direction.

But what of Prince George? Only this last week an actor, against men charged with supplying poolrooms at Kenilworth, in this county, with an unlawful gambling service failed. Why? Through the ineffectiveness of the prosecuting officers in pressing their case; or their mistake in choosing their defendant; or the misjudgment of the jury.

We have the authority of the judge who presided at the trial for accepting the last explanation. If his estimate of the law and the evidence is sound, these residents of Prince George county, charged with an official responsibility, looked carelessly on the invasion of their own neighborhoods by an agency certain to bring them into general discredit. The names of those men follow:

W. D. Pyles, foreman.  
W. J. Klock.  
R. V. Pumphrey.  
C. M. Beckett.  
Edward Penn.  
John Polla.  
C. D. Chaney.  
Thomas Wells.  
John E. Coffin.  
J. R. Ridgely.  
William Robinson.  
John Jenkins.

In this same county, a few miles away, a young white woman has been murdered. Her death was reported on Thursday, October 12. A jury was convened the morning of October 13. A constable, taking the matter into his own hands, swore out a warrant for a man at whom suspicion seemed to point and arrested him.

Ten days have now elapsed since the report of the woman's death. But the impelling of the jury, the hearing of testimony from a physician who examined the body, and the independent action of the constable are the only things actually accomplished toward the punishment of the criminal. Important evidence lies around unused. Warrants duly issued remain unserved. The jury exists, but does nothing. The victim has not even been declared dead.

In the light of these two happenings, can Prince George county wonder if men ask where she stands? For the suppression of gambling or encouraging it? For the punishment of crime as dreadful as murder or inaction concerning it? With the law or against it?

The Times has said the reputation of Hyattsville as a community mindful of law and order is on trial until this crime is punished. It is the whole county that is on trial.

Mr. Landis might use those unnecessary Government reports as ballast for the ship subsidy.

Babies are so rare in Kansas that a single one is said to be worth \$333.33. What's the matter with Kansas?

Chicago is likely to lose her faith in the life eternal, now that the new post-office has actually been finished.

Two of Iowa's bright young men who stole a hand car to ride to a dance subsequently got their dress suits in the penitentiary.

Most of us will have to take Treasurer Roberts' word for it that there is four times as much gold in the world today as there was ten years ago.

The Excise Board would strike a popular chord by devoting more attention to the foam on beer and less to the bottom of the bucket.

The chorus of praise for President Roosevelt that comes over the seas every day or two is not due to the recent concert of the powers over Morocco.

That Massachusetts man who has such a horror of water might move to Maine.

A New York film flim artist who was pardoned from the penitentiary by President Harrison because he was dying has just soaked Russell Sage for \$21,000. He must be a pretty stiff proposition.

Mr. Bacon and Mr. Pinchot are likely to get in deeper than they did in the C. & O. canal if they follow the President far.

Politics is not the only institution that makes strange bed-fellows. Excise has done pretty well with the District Commissioners, the Anti-Saloon League, and the local brewers.

Sarah Bernhardt is in disfavor in Havana because she said the Cubans were savages who wear dress clothes. It was a mistake to localize the observation.

**TO SCULPTOR BORGULM.**

Follow thy genius. "Let the people talk. Stand like a tower: firm, that does not fall." For blowing winds. Be one who minds not all. The strife of tongues, one who doth always walk. On heights, like whitest dove before the hawk. The loveliest angel ever came to dwell. Meng men, has flown. Ecclesiastic talk. Through empty choirs, and thy fine efforts balk. Oh, take once more thy chisel and chisel down. To earth Gabriel and Michael, Make them fair. As in the heavens they shine, for it is they that are.

Angelic once saw them, and no frown. Condemned his angels. Once more filled with zeal, Renew thy work, for ages that can feel.

—E. C. S., in New York Sun.

**GORMAN CHICKENS HOME TO ROOST**

**Maryland's Senior Senator Reaping the Whirlwind.**

**ROUSED OUT BY RAYNER**

**Veteran Democratic Leader Must Meet Opposition in and Out of the Party Lines.**

BALTIMORE, Md., Oct. 21.—Senator Gorman's chickens are coming home to roost.

Had he not broken faith with John Walter Smith and redeemed the promise to add him in securing a seat in the United States Senate, Mr. Rayner would not now be in position to make it unpleasant for him.

As it is, Mr. Gorman's duplicity has proved his undoing. Bernard Carter, for whom he threw Governor Smith over, is disgusted with politics, and is paying no attention to the campaign. Ex-Governor Smith, still a power in the Eastern Shore of Maryland, is playing the game within party lines, regular as ever and as ardent an advocate of the amendment as Gorman himself, but biding his time, when he may even up scores, while Rayner, who won his election in spite of Gorman's opposition, openly defies his colleague, and threatens to dispossess him of the party leadership.

**Gorman's Swan Song.**

It would surprise no one if Gorman's last speech in this campaign should prove his swan song. Politicians who believe he is nearing his political finish. Even should he unexpectedly win out, his day of reckoning must come in the very near future, for his partners in the Democratic machine shop are ready at any moment to turn on him and deprive him of control. The Senator is now in his seventy-first year, and no longer either physically or mentally strong enough to cope with younger business and political opponents. Most of the old guard who helped him fight his battles when he was in his prime have gone to their reward or punishment, and only J. Freeman Rasin, the Baltimore city leader, remains to cheer him on. Rasin himself is verging on seventy-three, and though still enjoying good health, thanks to a remarkable and well-preserved constitution, does not look for many more years of activity in the political field.

**Enemies Are Active.**

Taking advantage of his weakened condition, all of his old enemies, plus those he made in recent years, have joined hands to again put him out of business with the hope and expectation that if he is crushed this time he is done for, forevermore.

The old fox may rool them, but the outlook from his standpoint is not encouraging. He realizes his danger, and to save himself is prepared to resort to extreme measures. His chief lieutenants, however, did not agree with him, and he abandoned his program.

He has insisted upon committing all of his life's work to the hands of the local candidates for the Legislature to the amendment, threatening to pillory them if they would not obey. Ex-Governor Jackson and others objected to this course, and Gorman reluctantly gave in. One of the candidates likened the Senator to Petroleum V. Nasby, who insisted the Union must be saved, and was ready to sacrifice his wife's relations to preserve it. He for one did not propose to be placed on the griddle trying to save the amendment, and the others agreed with him. The candidates will therefore not be questioned by their own people, but their replies to the reform league, which wants to know, will serve every purpose.

**Rayner's Onslaught.**

What effect Senator Rayner's onslaught will have on the local ticket remains to be seen. His own son is a candidate, and it is more than likely that some of the regulars will cut him because of the elder Rayner's attack. Indeed, it would surprise no one if the son were to be defeated. In such an event Mr. Gorman's former lieutenants would be placed in a difficult position, especially should the result in this city result in the loss of control of the Legislature. Hence, the governor, Senator Rayner, and the attorney general are appealing to the Democratic voters to stand by the candidates, while voting against the amendment. In his last statement Attorney General Bryan gave out the statement that the candidates for the Legislature be supported so as to enable the Democrats to again secure a three-fifths majority in both houses, and then to pass an amendment to which all party men could subscribe.

The indications now are the Democrats will be lucky if they secure a bare majority. They are practically sure of the senate, but the house may go the other way. This would hardly suit Governor Warfield, who is exceedingly anxious for a Democratic Legislature. The success of the Republicans would undoubtedly be charged up to him, and this would interfere materially with his scheme to succeed himself. If he could secure his re-election as governor, and then have himself chosen United States Senator in succession to Mr. Gorman, his ambition would be gratified. It is generally believed that this is what he is playing for. Senator Gorman thinks so, and he may be depended upon to block him at every turn.

**Warfield's Ambition.**

The fight is already on. Warfield cut loose soon after he was elected, and the amendment furnished him with the necessary excuse for making the breach complete. With Senator Rayner and Mr. Bryan, this trio forms the nucleus of what may form a powerful combination. The governor is expected to put the finishing touches on the amendment some time next week, but when he does make his strike it is not likely he will go quite as far as Mr. Rayner. His confidants say he will confine himself to the issue.

There are Democrats in sympathy with the movement to defeat the amendment who believe Senator Rayner's criticism would have been more effective had he simply discussed the demerits of the amendment, and waited until after the election to arraign Senator Gorman. What was needed, they say, was a clear, calm and judicial opinion which would

**Political Biography**  
**Gives Show in Capital**  
**Ex-Speaker Keifer Arrives to Resume Work in House After Absence of Twenty Years—Ohio Boiling.**

Gen. J. Warren Keifer, of Ohio, arrived last evening at the Ebbitt House. The general will be one of the most conspicuous members of the House at the coming session of Congress. He returns to the House after an absence of twenty years, and will be the only ex-Speaker in that body, having presided over the popular branch during the Forty-seventh Congress. As an ex-Speaker, the courtesy of selecting his seat before the drawing for seats begins on the opening day of the Congress, will be extended to him. The general is hale and hearty, and says he is prepared for a busy session.

"There will be lots of wind," said he, "and some substantial legislation. There will not be lacking in number those who have views, and they will have an opportunity to speak their thoughts."

"What will be done about railroad rate legislation, I am frank to confess I do not know. I have given some thought to the subject from the bottom up, but I cannot say that I understand it. There is ground for legislation on the subject, and in a way I believe we have authority to deal with the subject, but as to the power of fixing arbitrary rates, that creates a doubt."

"There is no question as to the importance and the right to enact legislation to regulate the railroads, and some measure on this line will be passed by the House. It is now admitted that the Eech-Townsend bill, which passed the House last winter, was somewhat crude and hastily considered, but this time it will be done right. If the House does not attempt to do too much at once, it may be we can pass a bill to correct railroad abuses that will stand the test of the courts."

There is not a Democrat in the coming Congress who was in the House when General Keifer was there twenty years ago, and of the Republicans there are but five of his old colleagues. They are Cannon and Hitt of Illinois, Hepburn of Iowa, Ketchum of New York, and Bingham of Pennsylvania, the "Father of the House."

**PATTISON WINNER.**

"The next governor of Ohio will be a Democrat, and his name will be Pattison," said G. W. Edwards, a drummer from Cincinnati, at the St. James last night. "The fight on Herrick within his party means his defeat, and Senator Dick, who is one of the shrewdest campaign managers practically admitted, it's an uphill fight for Herrick. The Senator knew Herrick's weakness, and was really opposed to his nomination, but yielded his judgment to the machine. This, of course, will relieve Chairman Dick from all blame. If the Democrats do elect Pattison by a fair-sized majority it will mean that the Ohio Democracy will once more get together, and in the Congressional election next year they will carry several close districts. And, furthermore, it will bring Pattison forward as a Presidential possibility in 1908. The old politicians in the State, in private conversation, say this is a Democratic year. And November 7 will prove it so far as Ohio is concerned."

**HEALTH, WEALTH, AND CROPS.**

David Mercer, of Nebraska, for several Congresses chairman of the House Committee on Public Buildings and Grounds, is at the New Willard. He is here to visit his children, who are at school in Washington.

"The West is full of crops, full of wealth and full of health," said he, "and the farmers are losing no time with politics."

"By the way," he asked, "when do the people here intend to get busy and build a convention hall or auditorium? Not long since several State business organizations in Nebraska wanted to have appealed to all voters regardless of their politics. They fear that the bringing in of personalities at this time may drive back some of the partisans who are inclined to vote against the amendment, and that who are friendly to the organization. It is argued that had he waited until after the amendment was defeated and then banged the senior Senator, charging him with carrying the party to defeat, his position would have been unassailable."

**Warfield's Ambition.**

As it is the organization people are already preparing to blame Mr. Rayner should the candidates be beaten. Nor will Mr. Gorman wait until after the election. The Senator usually speaks once during a campaign at his home in Howard county. This time he will speak twice, his second appearance being in this city on November 1, when he will intend to answer Senator Rayner and then the fur will fly.

There is no love lost between the two Senators. They hate each other cordially. If conditions do not improve for the Democrats by the time Mr. Gorman makes his counter-attack and there is no telling how far he will go. He can be intensely bitter, and may make some sensational revelations.

Those legislative candidates who are unfriendly to the amendment and who held their peace are in a state of panic. Three of them have advised the chairman of the Democratic city committee not to advertise them as speakers at ward meetings. They fear their presence may be regarded as an endorsement of what the speakers may say. Of course this action has aroused the regulars, who threaten to cut them at the general election. The whole city organization is demoralized.

What is now feared by Gorman is that the counties may be affected in the same way. Many of them are not in the best of shape now and it would not require much to throw them into the Republican column. At the special meeting of the State central committee last week the county members submitted their reports and few cared to state positively their counties were safe. They experience more or less trouble because of defections. All agree the amendment is in danger because the colored illiterates could be instructed to vote for this alone, and the Republicans in the black counties were already organizing societies.

**Republicans Are Confident.**

Chairman Hanna, of the Republican committee, is serenely confident of the defeat of the amendment which he

hold their next convention in Washington, but the objection was made that the Capital City had no convention hall that could compare with half a dozen other cities that were offering inducements for the convention.

"I would like to see here in Washington an auditorium that would be of a size to accommodate a horse show, when horse shows are in season; a flower show, when flower shows are due; a baby show, at the proper time, and all kinds of conventions, from national conventions down. And when such a convention hall is built, Washington will then be the convention city of the country, for it is the one city everybody in the United States has a longing to visit."

**BRIDAL PAIR FROM CADIZ.**

C. A. Branson, of Cadiz, Ohio, is at the New Willard with his bride. Mr. Branson is a business man at home and has little to say about politics, but he thinks the Ohio campaign the liveliest known in many years.

Cadiz is a village of 1,900 population, but it has the distinction of being the richest town of its size in the world. It is on a branch of the Pennsylvania railroad, and is built on hills. As the county seat of Harrison county, it is a market for wool, as Harrison county sheep have made millions of money for the shepherds. Arcola, Ill., is another village that contests sharply with Cadiz for being the richest town per capita, but so far Cadiz leads. The Arcola wealth is from broom corn.

Cadiz is famous, too, as the one-time home of John A. Bingham, who was in Congress sixteen years, and who sent Custer to West Point, Bingham conducted the prosecution of the Lincoln conspirators, and also the impeachment proceedings against Andrew Johnson. Beaten for a ninth term in Congress by the late Lorenzo Danford, Bingham was sent to the Ohio State Penitentiary, and remained twelve years, returning when Cleveland was first elected President.

Bingham was a man like MacGregor, of whom it was said, "wherever MacGregor sits is the head of the table." While in Japan, Bingham won the confidence of the Mikado, becoming his closest adviser. The wonderful riches of Japan can well be partly ascribed to the influence of Bingham at the Mikado's court.

**FOLK'S BROTHER HERE.**

Reau E. Folk, State treasurer and insurance commissioner of Tennessee, is at the New Willard. He is here on business connected with the Interstate Live Stock Insurance Company. Treasurer Folk is a brother of Governor Folk of Missouri, and is not unlike his famous brother, who promises to be Missouri's choice for President on the Democratic ticket in 1908.

**WHERE BRYAN STICKS.**

William Douglas McHugh, one of the leading lawyers of Omaha, is at the New Willard, having come here to argue before the United States Supreme Court. On Friday he completed his argument in the case of the Great Northern Railroad vs. the Union Pacific Railroad. The question at issue was the right of the Great Western to use the bridges, depots and tracks of the Union Pacific to South Omaha.

Mr. McHugh says Bryan still controls the Democratic organization in Nebraska because the conservative Democrats refuse to take part in the organization and will continue to remain inactive as long as the "issues" of the Populists prevail. The principles of the Democratic party, he said, are alive, and when the wave of Populism dies out of the party the old-line Democrats will again come to the front, and the party will once more assert itself.

claims will be taken by 25,000 to 35,000 votes. "If," said he, "the opposition continues to grow, the Democratic ticket must also be dragged to defeat, for quite a number of the Democratic voters are inclined to go all the way. Anyway, we are more than hopeful. In this city we will surely carry two or three legislative districts and break even in another, and should the tide continue to come our way we will carry all four. The reports I am receiving from the counties are equally encouraging. Everywhere there is Democratic discord and Republican harmony."

The Republican committee has decided to have only one big mass meeting in the city and this is to be held at Music Hall, November 2, when Secretary Bonaparte and ex-Congressman John V. L. Findlay will be the speakers.

Congressman Mudd has been the most active of the Republican leaders during the past week. His colleagues have not given up hope of his carrying the lower Maryland counties, nor will he succeed in electing the entire tickets, but he has concentrated his forces on the amendment and the senatorial candidates and is confident of defeating the former and electing the latter. He is materially aided by the decision of the attorney general requiring the amendment to be printed in full on the ballot. This will prevent the Democrats from so manipulating the names as to sandwich the amendments between the candidates. The ballot must necessarily be unusually large, for the full text of the amendments—there being two, a suffrage and a road amendment—will some very near filling a column.

To get around this objection the Democrats have some of the supervisors are considering the advisability of printing the amendments straight across the ballot in between candidates and not straight down the column, the object being to confuse the illiterates. If this is attempted the Republican supervisors intend appealing to the governor and have him under threat of removal compel the officials to abide by the law.

**NO TIME WASTED.**

Farmer Cy Whipple was said to have had more religion than any other man in Meadow county. He boasted that, for more than forty years, he had never missed a meal or neglected to say grace. It was said that Cy's religion and his appetite were closely connected. He was hard to tell where one left off and the other began. When the dinner bell summoned the family and the help to the dining room, Cy always laid the table. While the others were seating themselves at the table, the old man would start in.

"O Lord, we thank thee for having given us such a beautiful day. Sanctify this food to our souls' good. Amen. Pass the meat."—San Francisco Call.